GREEN LINE EXTENSION PROJECT

Agenda

I. GLX-PMT Update

II. MBTA Bus Operations and Service Planning

III. GLX Maintenance of Traffic

IV. GLX Information Email & Phone Line

V. Discussion

Update / Review

Public Outreach Plan (Local & Regional)

- Terry McCarthy, MBTA

Local Outreach

- **Green Line Extension Public Meeting**

  (Wednesday, July 18 – Medford City Hall)

Local Outreach

- **Quarterly First Responders Meeting**

  (Thursday, July 26 – GLXC Office)

Local Outreach

- **Door to Door Outreach – Tree Clearing on West Side of Alignment**

  (Week of July 30)

Local Outreach

- **ArtBeat Festival** (Saturday, July 14 – Davis Square)

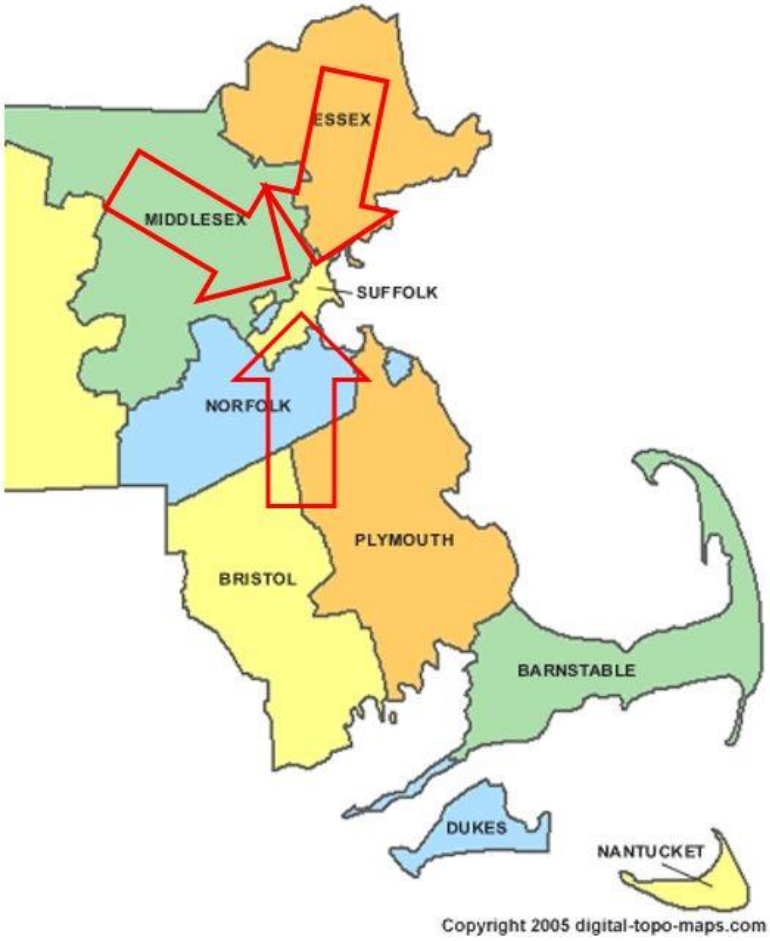
Local Outreach

- **SomerStreets** (Sunday, August 5 – Somerville, Davis Square to Teale Square)

Regional Outreach

Regional Targets

- Cities and Towns
- Large employers
- Regional Transit Authorities
- News Outlets
- Mass Bus Association, etc.



Maintenance of Traffic

Broadway Bridge Closure – Traffic Analysis

- Mike Ortler, GLXC

Broadway Bridge Closure

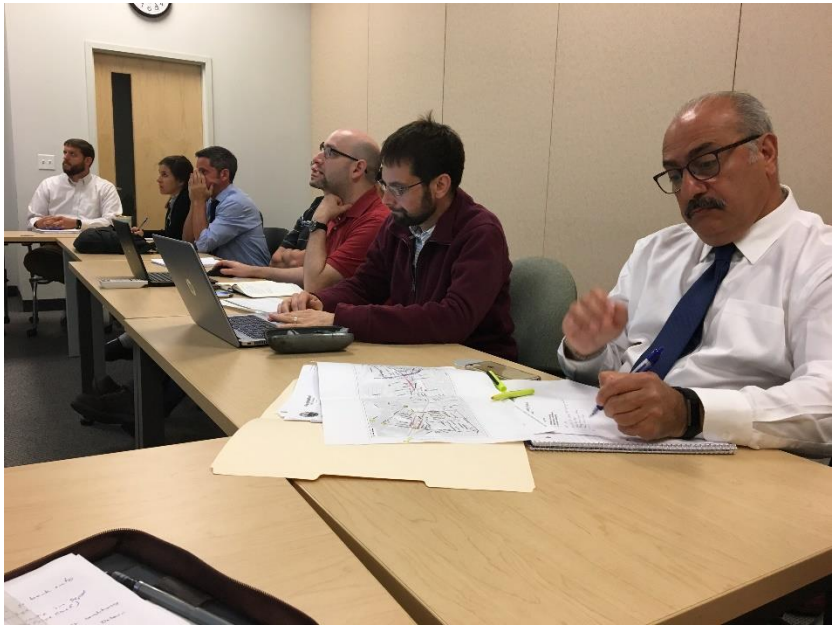
Pre-Construction Planning / Preparation

- Analyze Traffic Studies (Including Ped/Bike) to Develop Detour Route (Tetra Tech Complete)
- Maintenance of Traffic Coordination Meetings (Ongoing Weekly)
- Development of Vehicular Detour Route (Complete)
- Development of Pedestrian / Bike Detour Route (Complete)
- Signing Plan (90% Complete)
- Police Detail Coordination (Ongoing)
- Community Outreach / Advance Notification (Ongoing)

Project Status

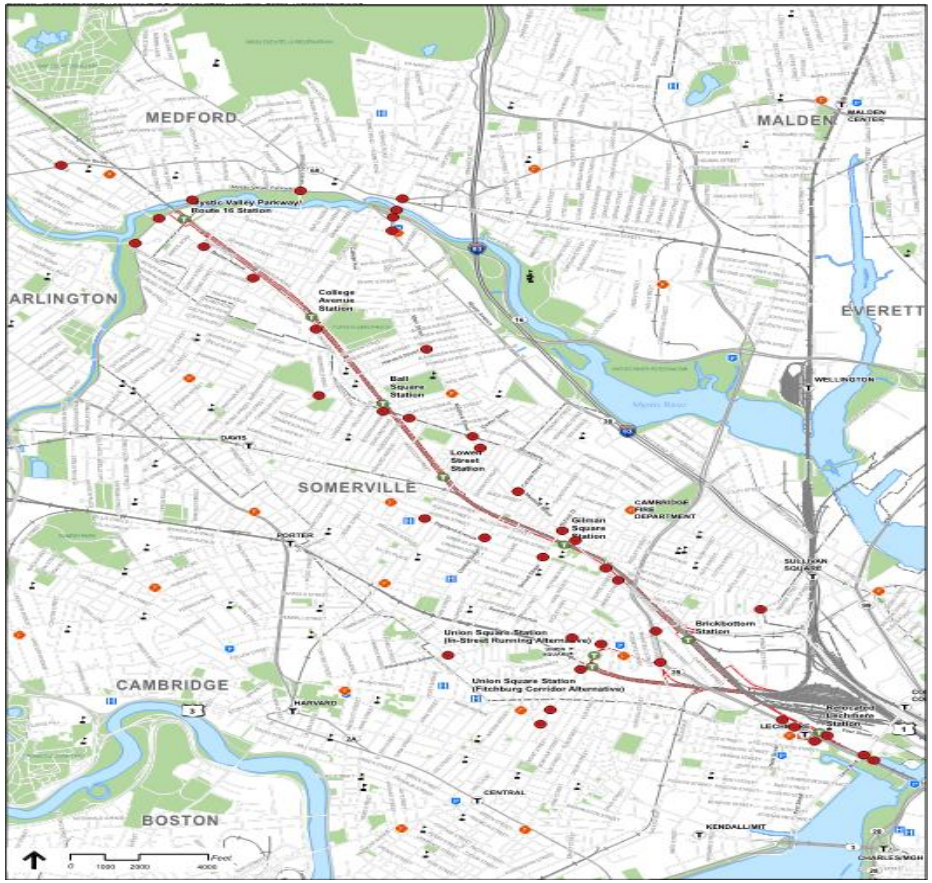
- **Weekly Maintenance of Traffic Meetings**

  - Cambridge, Medford & Somerville Transportation engineers along with MBTA Bus Operations & the GLX team meet Wednesday mornings to review closures and travel options to reduce congestion and maintain service



Traffic Studies – Environmental Impact Report

- Study includes more than 60 intersections



Traffic Volumes

Table 4.6-1 Existing Daily Traffic Volumes on Study Area Roadways

Location	Direction	Weekday ADT[1]	Weekday Morning Peak Hour Volume (vph)[2]	Weekday Morning Peak Hour "k" factor[3]	Weekday Morning Peak Hour Directional Flow	Weekday Evening Peak Hour Volume (vph)	Weekday Evening Peak Hour "k" factor	Weekday Evening Peak Hour Directional Flow
High Street East of Canal Street	Eastbound	8,995	570	6.3%	54%	775	8.6%	57%
	Westbound	8,375	480	5.7%	46%	580	6.9%	43%
	Total	17,370	1,050	6.0%	100%	1,355	7.8%	100%
Canal Street South of Prescott Street	Northbound	1,670	185	11.1%	50%	180	10.8%	60%
	Southbound	1,455	185	12.7%	50%	120	8.2%	40%
	Total	3,125	370	11.8%	100%	300	9.6%	100%
Mystic Valley Parkway West of Boston Avenue	Eastbound	13,435	955	7.1%	44%	965	7.2%	47%
	Westbound	15,480	1,210	7.8%	56%	1,075	6.9%	53%
	Total	28,915	2,165	7.5%	100%	2,040	7.1%	100%
Boston Avenue North of Holton Street	Northbound	3,010	230	7.6%	36%	280	9.3%	54%
	Southbound	3,200	415	13.0%	64%	235	7.3%	46%
	Total	6,210	645	10.4%	100%	515	8.3%	100%
Boston Avenue South of University Avenue	Northbound	5,580	295	5.3%	34%	540	9.7%	62%
	Southbound	5,425	575	10.6%	66%	325	6.0%	38%
	Total	11,005	870	7.9%	100%	865	7.9%	100%
Boston Avenue South of Harvard Street	Northbound	3,105	225	7.2%	39%	290	9.3%	55%
	Southbound	3,210	350	10.9%	61%	240	7.5%	45%
	Total	6,315	575	9.1%	100%	530	8.4%	100%
College Avenue East of Boston Avenue	Eastbound	3,795	230	6.1%	35%	355	9.4%	50%
	Westbound	4,930	435	8.8%	65%	360	7.3%	50%
	Total	8,725	665	7.6%	100%	715	8.2%	100%
College Avenue West of Boston Avenue	Eastbound	4,030	215	5.3%	28%	370	9.2%	50%
	Westbound	5,400	550	10.2%	72%	375	6.9%	50%
	Total	9,430	765	8.1%	100%	745	7.9%	100%

Table 4.6-1 Existing Daily Traffic Volumes on Study Area Roadways (continued)

Location	Direction	Weekday ADT[1]	Weekday Morning Peak Hour Volume (vph)[2]	Weekday Morning Peak Hour "k" factor[3]	Weekday Morning Peak Hour Directional Flow	Weekday Evening Peak Hour Volume (vph)	Weekday Evening Peak Hour "k" factor	Weekday Evening Peak Hour Directional Flow
Winthrop Street East of Boston Avenue	Eastbound	7,200	595	8.3%	64%	720	10.0%	72%
	Westbound	3,990	335	8.4%	36%	285	7.1%	28%
	Total	11,190	930	8.3%	100%	1,005	9.0%	100%
Curtis Street West of Boston Avenue	Eastbound	4,465	350	7.8%	71%	345	7.7%	70%
	Westbound	2,405	145	6.0%	29%	150	6.2%	30%
	Total	6,870	495	7.2%	100%	495	7.2%	100%
Harvard Street East of Boston Avenue	Eastbound	7,585	525	6.9%	46%	550	7.3%	48%
	Westbound	9,235	605	6.6%	54%	600	6.5%	52%
	Total	16,820	1,130	6.7%	100%	1,150	6.8%	100%
Broadway Between Boston Avenue & Winchester Street	Eastbound	11,205	1,030	9.2%	57%	745	6.6%	45%
	Westbound	10,450	785	7.5%	43%	920	8.8%	55%
	Total	21,655	1,815	8.4%	100%	1,665	7.7%	100%
Broadway South of Powder House Square	Northbound	8,150	585	7.2%	42%	645	7.9%	51%
	Southbound	8,590	805	9.4%	58%	610	7.1%	49%
	Total	16,740	1,390	8.3%	100%	1,255	7.5%	100%
Willow Avenue Between Broadway & Kidder Avenue	Northbound	2,730	165	6.0%	54%	240	8.8%	70%
	Southbound	1,710	195	11.4%	46%	105	6.1%	30%
	Total	4,440	360	8.1%	100%	345	7.8%	100%
Medford Street South of School Street	Northbound	4,405	190	4.3%	27%	425	9.6%	63%
	Southbound	4,525	520	11.5%	73%	245	5.4%	37%
	Total	8,930	710	8.0%	100%	670	7.5%	100%
Medford Street Between School Street & Central Street	Eastbound	8,570	895	10.4%	77%	525	6.1%	55%
	Westbound	4,910	260	5.3%	23%	435	8.9%	45%
	Total	13,480	1,155	8.6%	100%	960	7.1%	100%

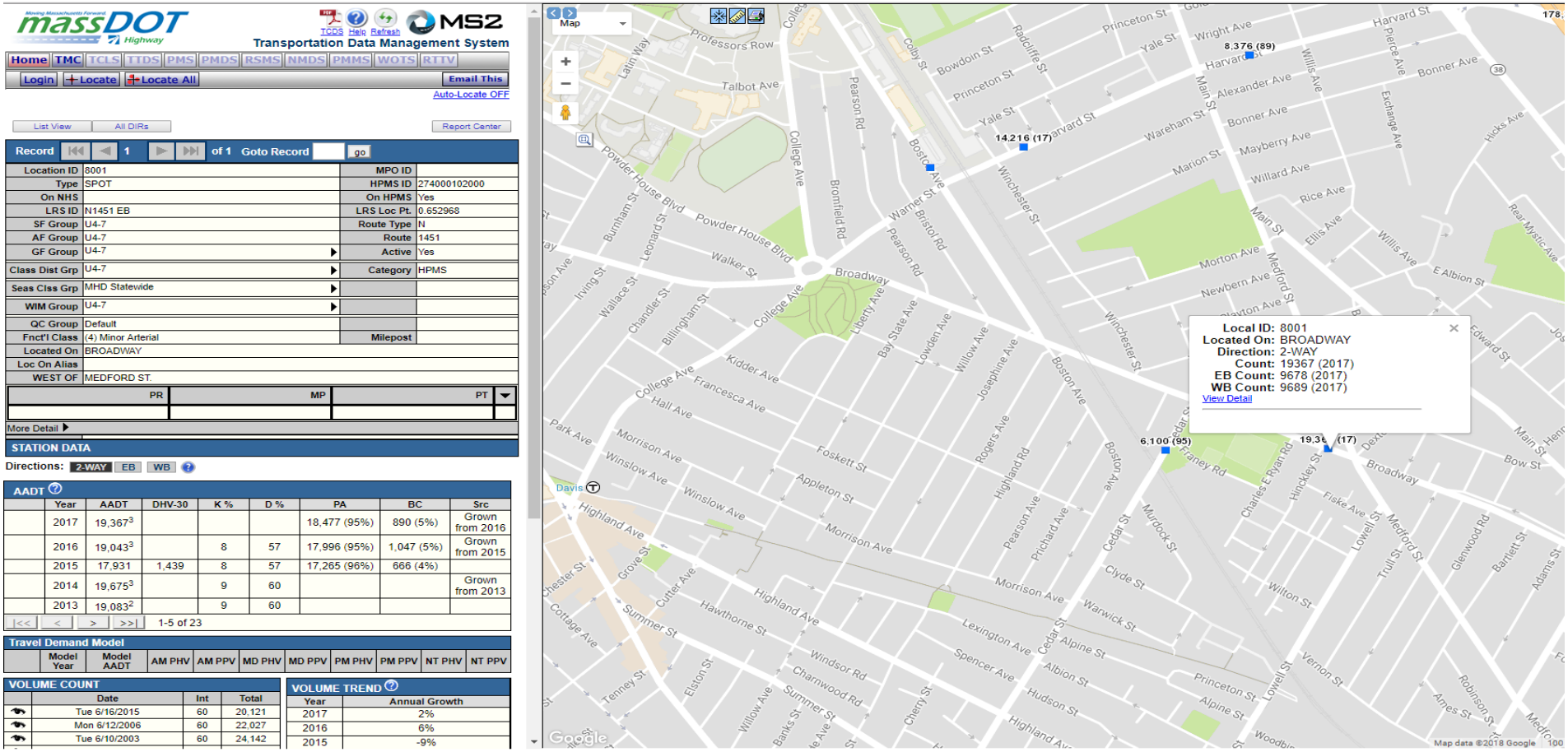
Traffic Volumes

Location	Direction	Weekday ADT[1]	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
			Volume ADT[1]	"K" Factor	Directional Flow	Volume ADT[1]	"K" Factor	Directional Flow
Boston Ave South of Harvard St.	Northbound	3,105	225	7.2%	39%	290	9.3%	55%
	Southbound	3,210	350	10.9%	61%	240	7.5%	45%
	Total	6.315	574	9.1%	100%	530	8.4%	100%

Traffic Terminology

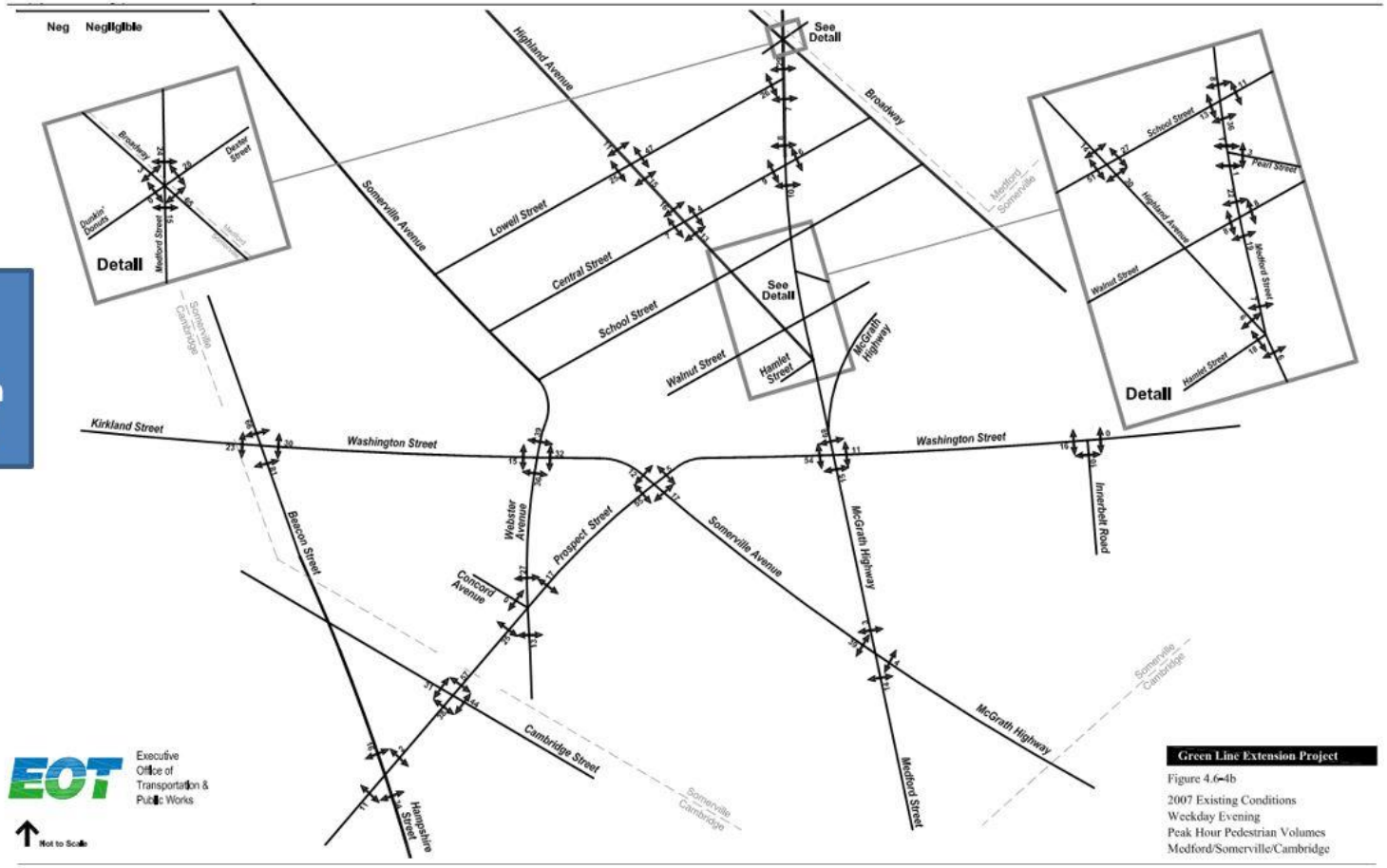
- AADT – Annual Average Daily Traffic
- ADT – Average Daily Traffic

Traffic Volume - MassDOT Transportation Data Management System

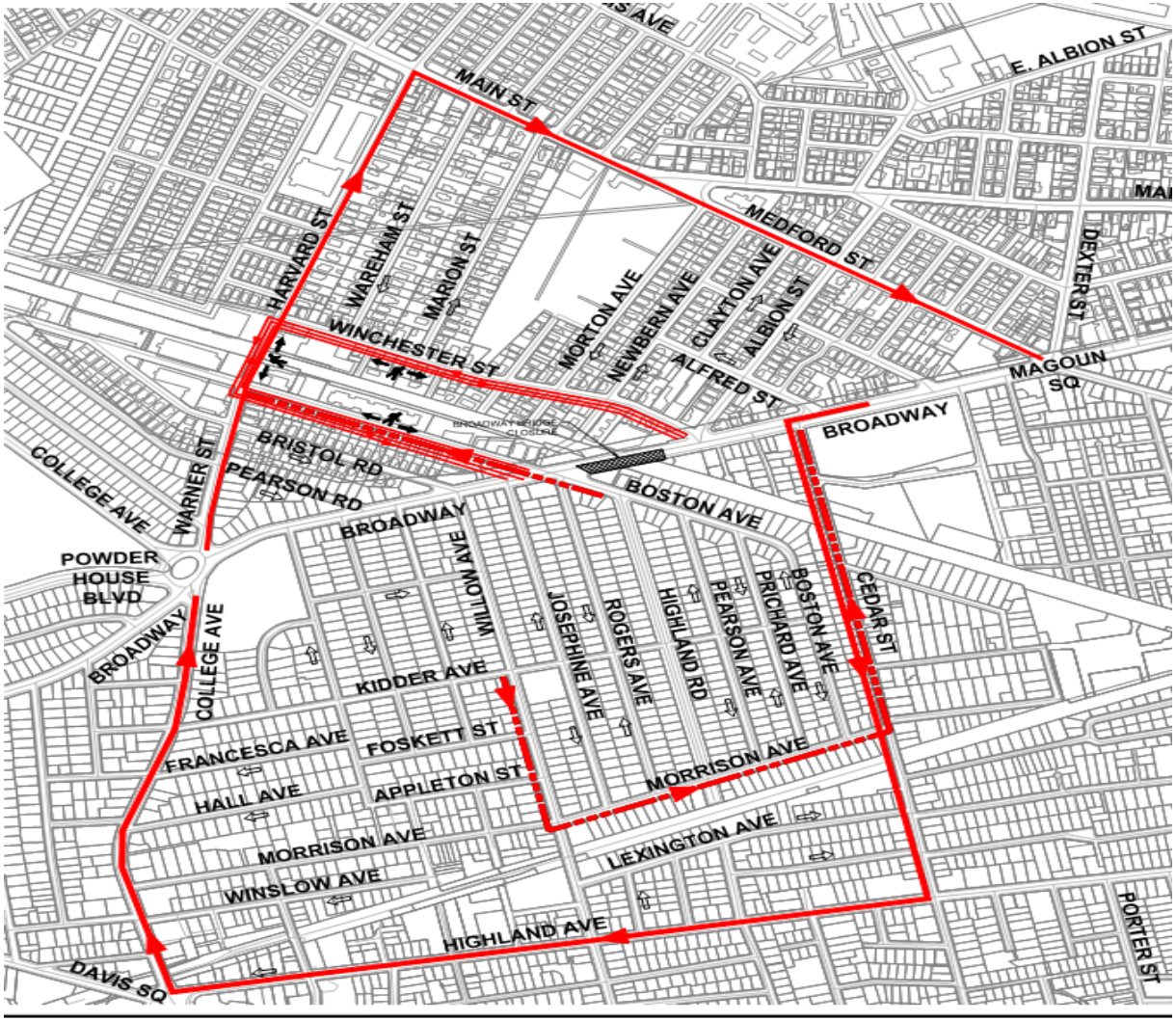


Pedestrian / Bicycle Volumes

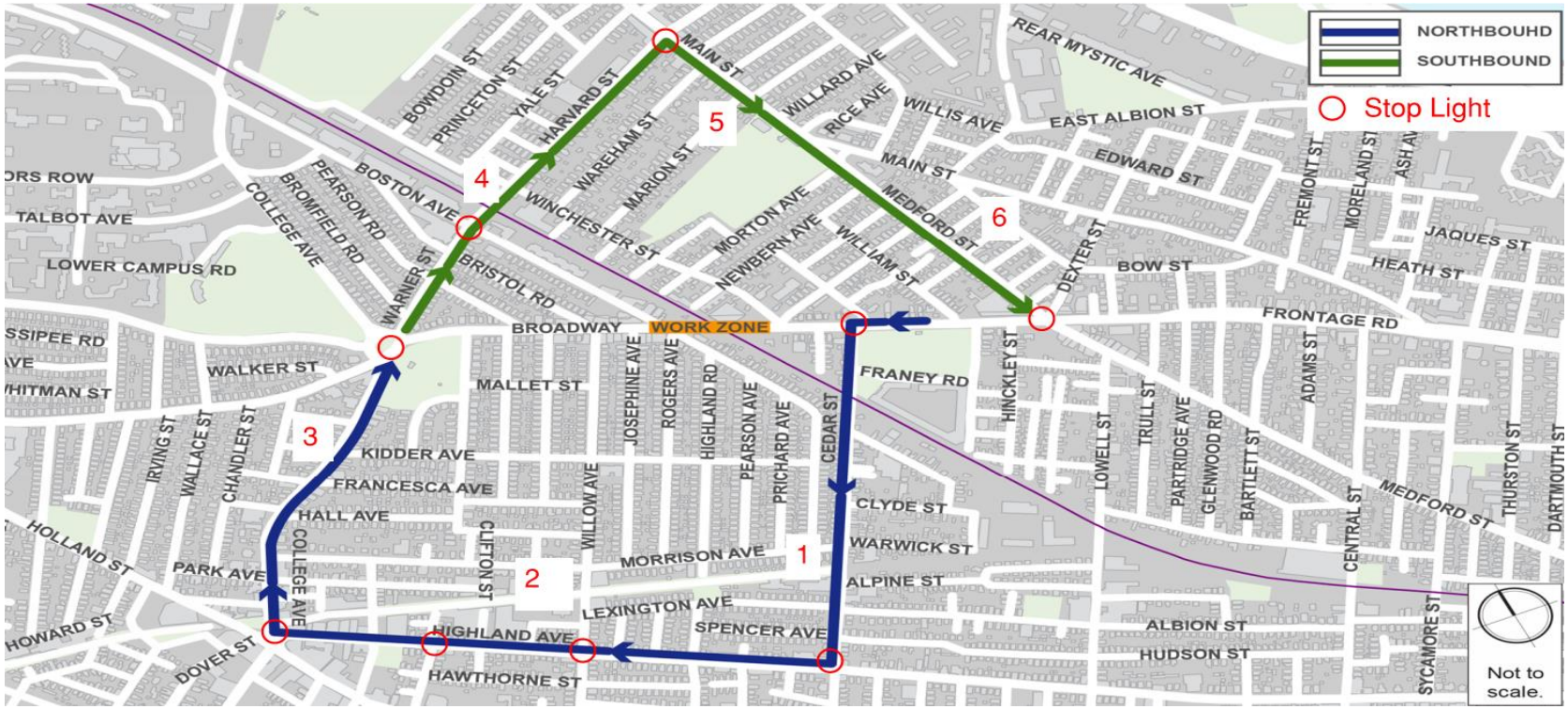
Note: we are updating with recent pedestrian / bicycle counts



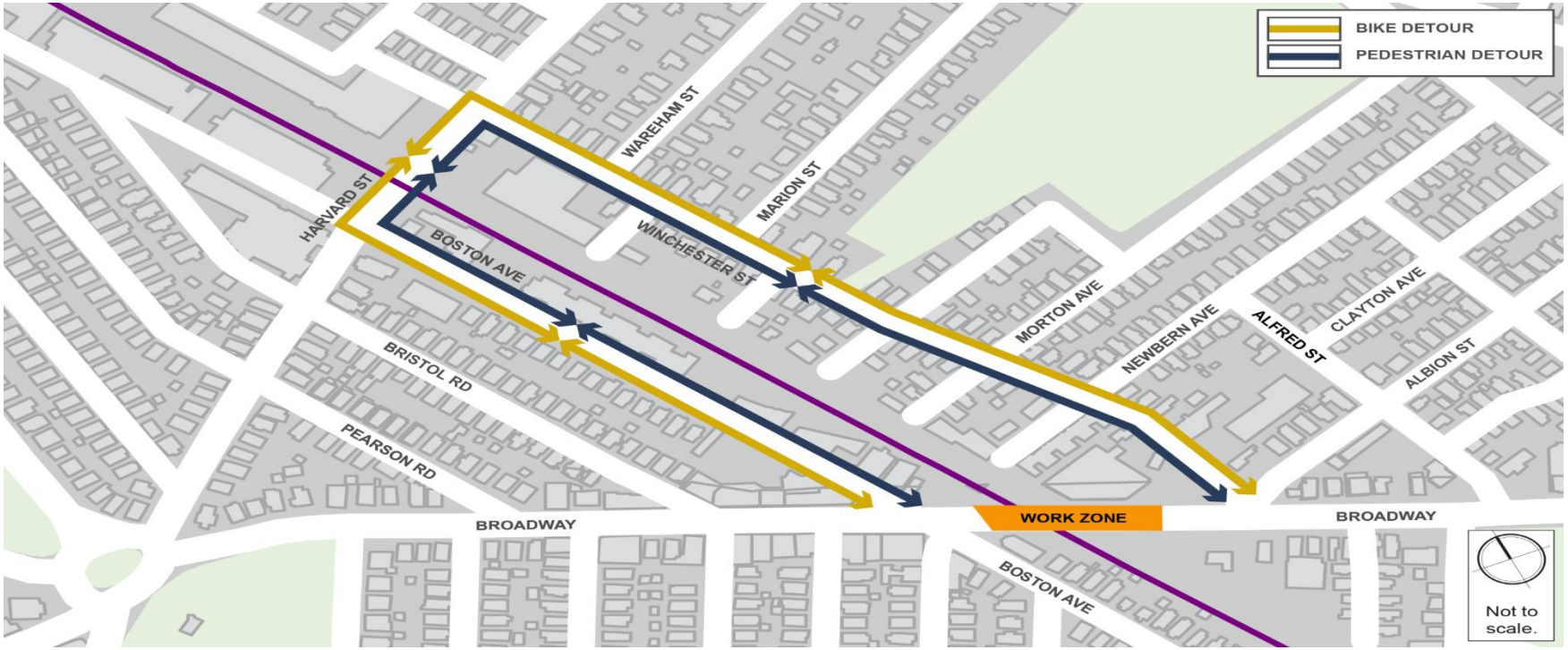
Traffic Management



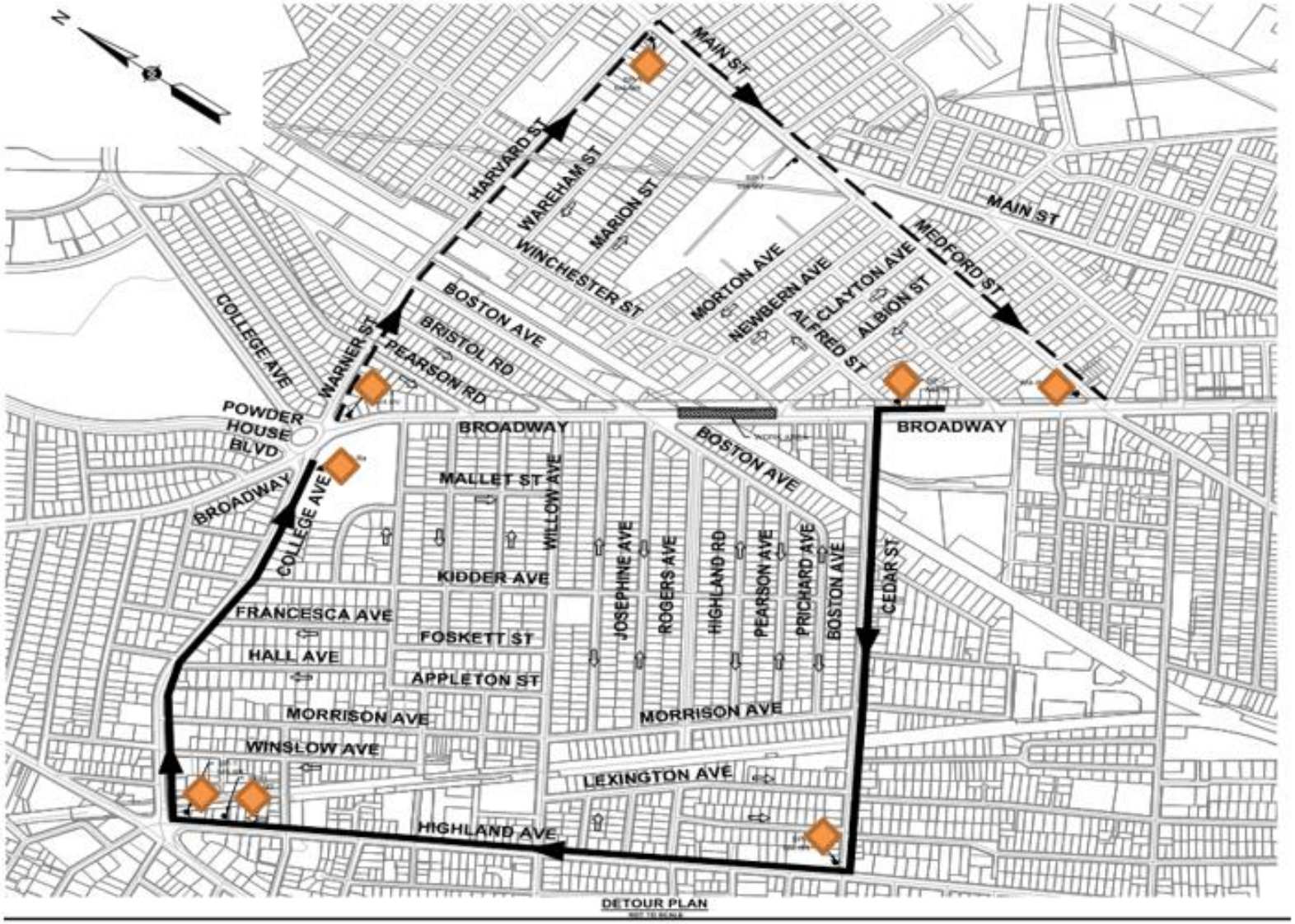
Broadway Bridge Vehicular Traffic Detour



Broadway Bridge Pedestrian and Bike Detour



Detour Signing Plan



DETOUR PLAN

Detour Monitoring / Maintenance (During Construction)

- Daily Detour Inspections
- Monitoring Existing Striping – GLXC to replace striping if required
- Maintain / Monitor Detour Signing (Daily)
- Ongoing Police Detail Coordination
- Ongoing Traffic Monitoring with City of Medford and Somerville Engineers
- Continue MOT Coordination Meetings Throughout Construction

Local Outreach

Broadway Bridge Closure - Pedestrian Detours

- Terry McCarthy, MBTA

Broadway Closure - Ped/Bike Detour

Alternatives Suggested by Stakeholders

Proposal: Retrofit the existing bridge carrying utilities to accommodate ped/bike traffic

Limiting Factors:

- Cost
- Schedule
- Weight Capacity
- Proximity to active demolition and construction on the Broadway Bridge would require additional safety measures to shield public from heavy equipment

Path Forward: Not a viable alternative to pursue

Broadway Closure - Ped/Bike Options

Alternatives Suggested by Stakeholders

Proposal: Utilize Cedar St. as the detour and create a cut-through to connect Cedar to Boston Ave.

Limiting Factors:

- Cost
- Schedule
- Public Safety
- Cuts through several residential lots/driveways and creates inconvenience for homeowners
- Places detour users in private space of residents
- Creates safety concerns with limited visibility & resident parking
- Time to negotiate temporary easement with property owners
- Additional construction needed to create path includes: fence removal, lane markings

Path Forward: Not a viable alternative to pursue

Broadway Closure - Ped/Bike Options

Alternatives Suggested by Stakeholders

Proposal: Create an at-grade crossing at Granville Ave

Limiting Factors:

- Cost and schedule impacts
- Safety. At grade crossings are being eliminated wherever possible
- Commuter train speeds up to 70 mph in the area
- Would require on-site flagger in addition to electronic warning devices
- Gates would be required for both sides of track when flagger off duty
- Would require procurement of a portable gate, warning signals and access system
- Height difference between crossing and Granville Ave is 7+ feet. Would require construction of a ramp to make it ADA compliant
- Ramp would limit parking access to properties on Granville
- Crossing point brings ped/bike traffic through construction site or private property

Path Forward: Not viable option to pursue

Project Status

MBTA Bus Operations and Service Planning

- Melissa Dullea
- Andrew Smith

MBTA Bus Operations & Service Planning

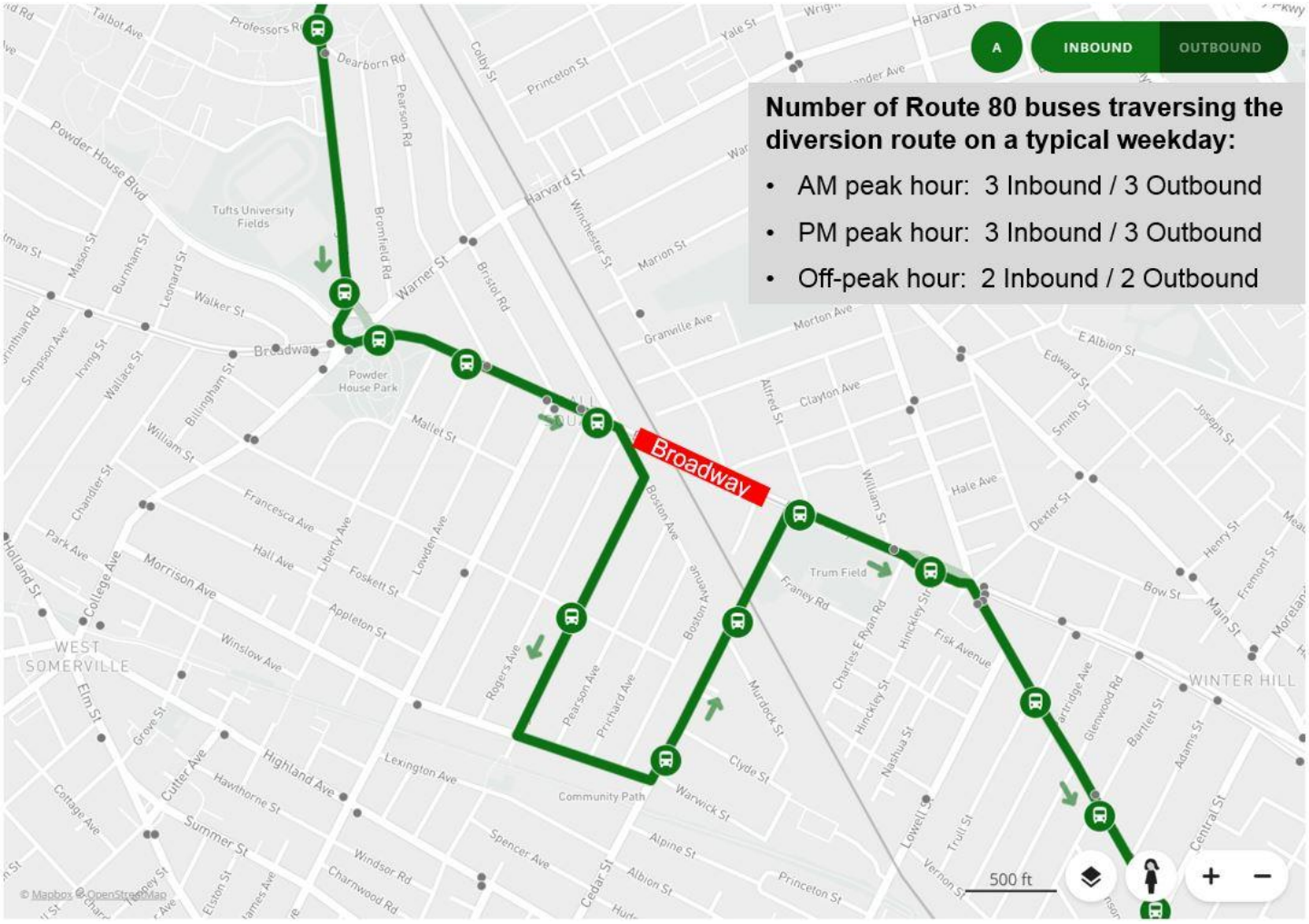
MBTA Plans & Schedules Department
Broadway Bridge Bus Diversion Alternatives for GLXC
Routes 80, 89

- **Alternative B Diversions**
- Route 80 IB (Arlington Center–Lechmere)….Diversion via Highland Rd., Morrison Ave., Cedar St.
- Route 80 OB (Lechmere–Arlington Center)...Diversion via Cedar St., Morrison Ave., Highland Rd.
- Route 89.0 IB (Clarendon Hill–Sullivan)…….Diversion via Highland Rd., Morrison Ave., and Cedar St.
- Route 89.0 OB (Sullivan–Clarendon Hill)…...Diversion via Cedar St., Morrison Ave., Highland Rd.
- Route 89.2 IB (Davis–Sullivan)……..…Diversion via Highland Rd., Morrison Ave., and Cedar St.
- Route 89.2 OB (Sullivan–Davis)……..……...Diversion via Cedar St., Morrison Ave., Highland Rd.

MBTA Bus Operations & Service Planning

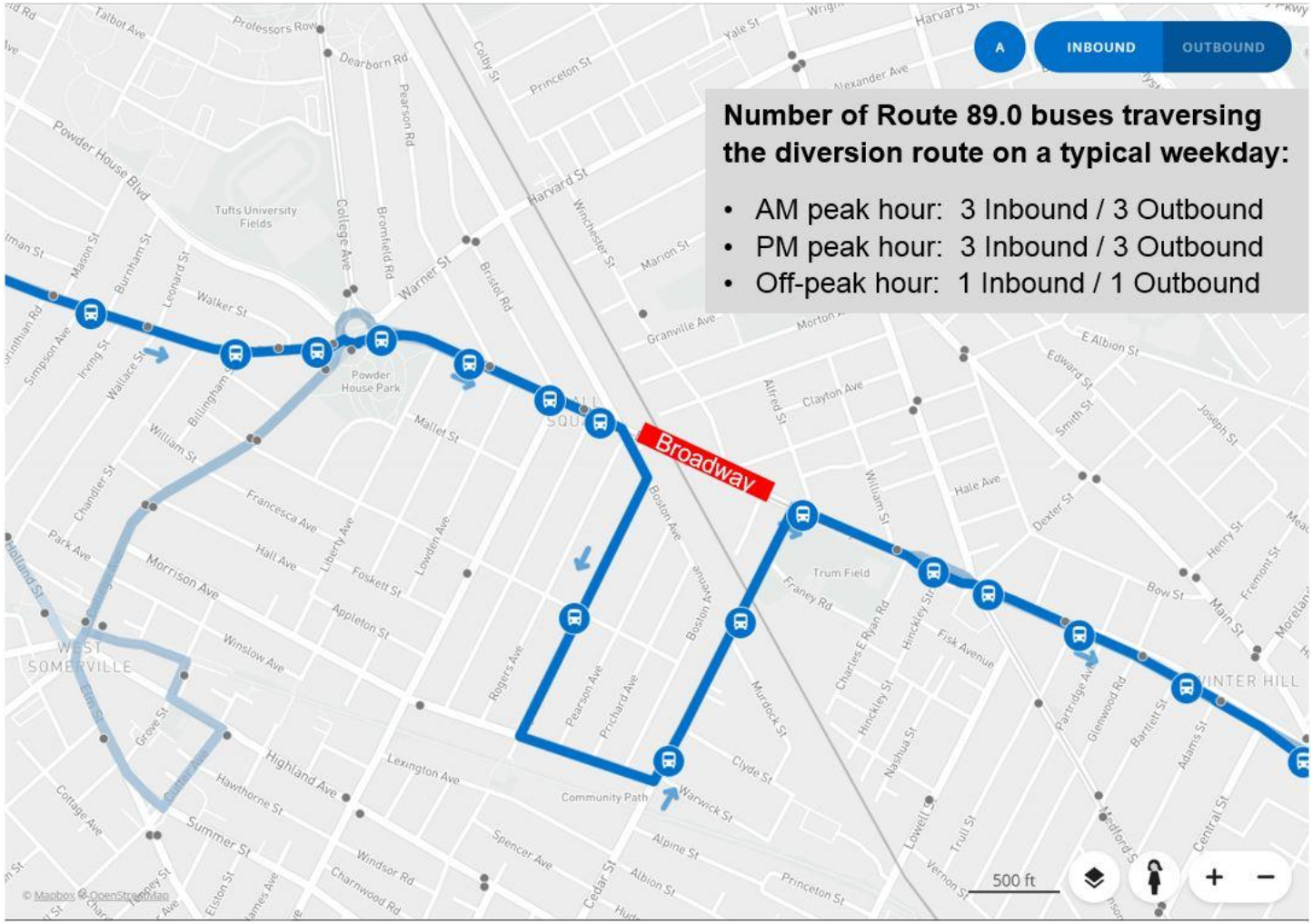
Route 80 Inbound & Outbound, Alt B

(Impacted stops – None: Impacted Riders (Weekday) None



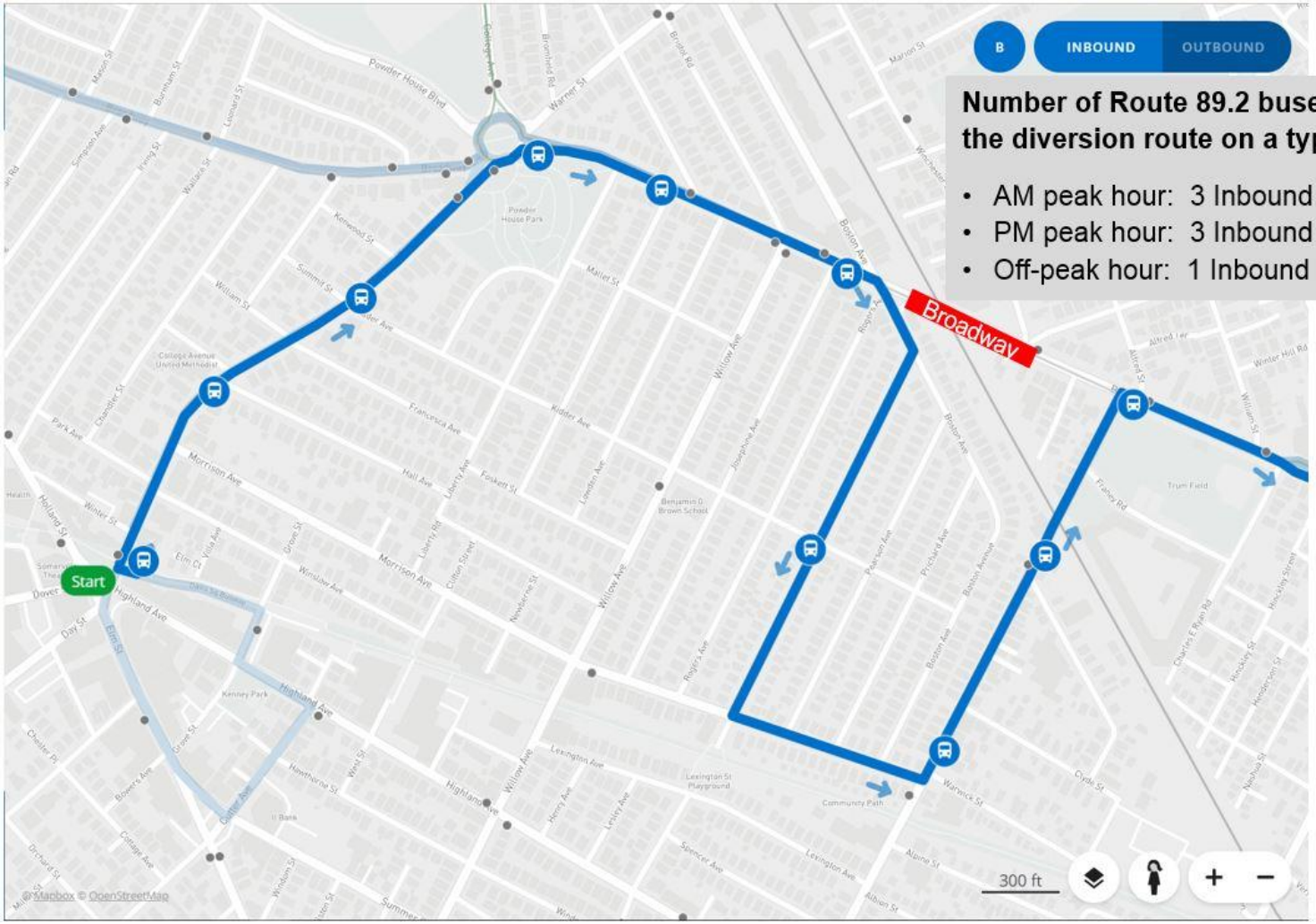
MBTA Bus Operations & Service Planning

Route 89 Inbound & Outbound, Alt B



MBTA Bus Operations & Service Planning

Route 89.2 Inbound & Outbound, Alt B



MBTA Bus Operations & Service Planning

Alternative H Diversions

- Route 80 IB (Arlington Center–Lechmere).....Diversion via College Ave., George St., Main St., Medford St.
- Route 80 OB (Lechmere–Arlington Center)...Diversion via Medford St., Main St., George St., College Ave.
- Route 89.0 IB (Clarendon Hill–Sullivan).....Diversion via Holland St., Elm St., Cutter Ave., Highland Ave., Cedar St.
- Route 89.0 OB (Sullivan–Clarendon Hill).....Diversion via Cedar St., Highland Ave., Davis Busway, Holland St.
- Route 89.2 IB (Davis–Sullivan).....Diversion via Elm St., Cutter Ave., Highland Ave., Cedar St.
- Route 89.2 IB (Davis–Sullivan).....Diversion via Elm St., Cutter Ave., Highland Ave., Cedar St.

- **Impacted stops:** 11 inbound / 13 outbound
- **Impacted riders (weekday):** 635 ons, 730 offs
- **Impacted riders by stop (weekday):**

MBTA Bus Operations & Service Planning

Alternative H Diversions

- **Impacted stops:** 11 inbound / 13 outbound
- **Impacted riders (weekday):** 635 ons, 730 offs
- **Impacted riders by stop (weekday):**

Inbound

Stop ID	Stop Name	Route(s)	On	Off
2380	COLLEGE AVE @ PROFESSORS ROW	80	35	9
2381	COLLEGE AVE @ POWDER HOUSE SQ	80	3	20
2691	BROADWAY OPP PACKARD AVE	89.0	19	3
2692	BROADWAY @ SIMPSON AVE	89.0	8	0
2693	BROADWAY @ BILLINGHAM ST	89.0	2	1
2694	BROADWAY @ COLLEGE AVE	89.0	2	1
5019	COLLEGE AVE @ HALL AVE	89.2	4	1
5020	COLLEGE AVE @ KIDDER AVE	89.2	1	2
2695	BROADWAY OPP WARNER ST	80, 89.0, 89.2	197	89
2696	BROADWAY @ BAY STATE AVE	80, 89.0, 89.2	35	16
2697	BROADWAY @ JOSEPHINE AVE	80, 89.0, 89.2	169	64
	Totals		**473**	**205**

MBTA Bus Operations & Service Planning

Alternative H Diversions

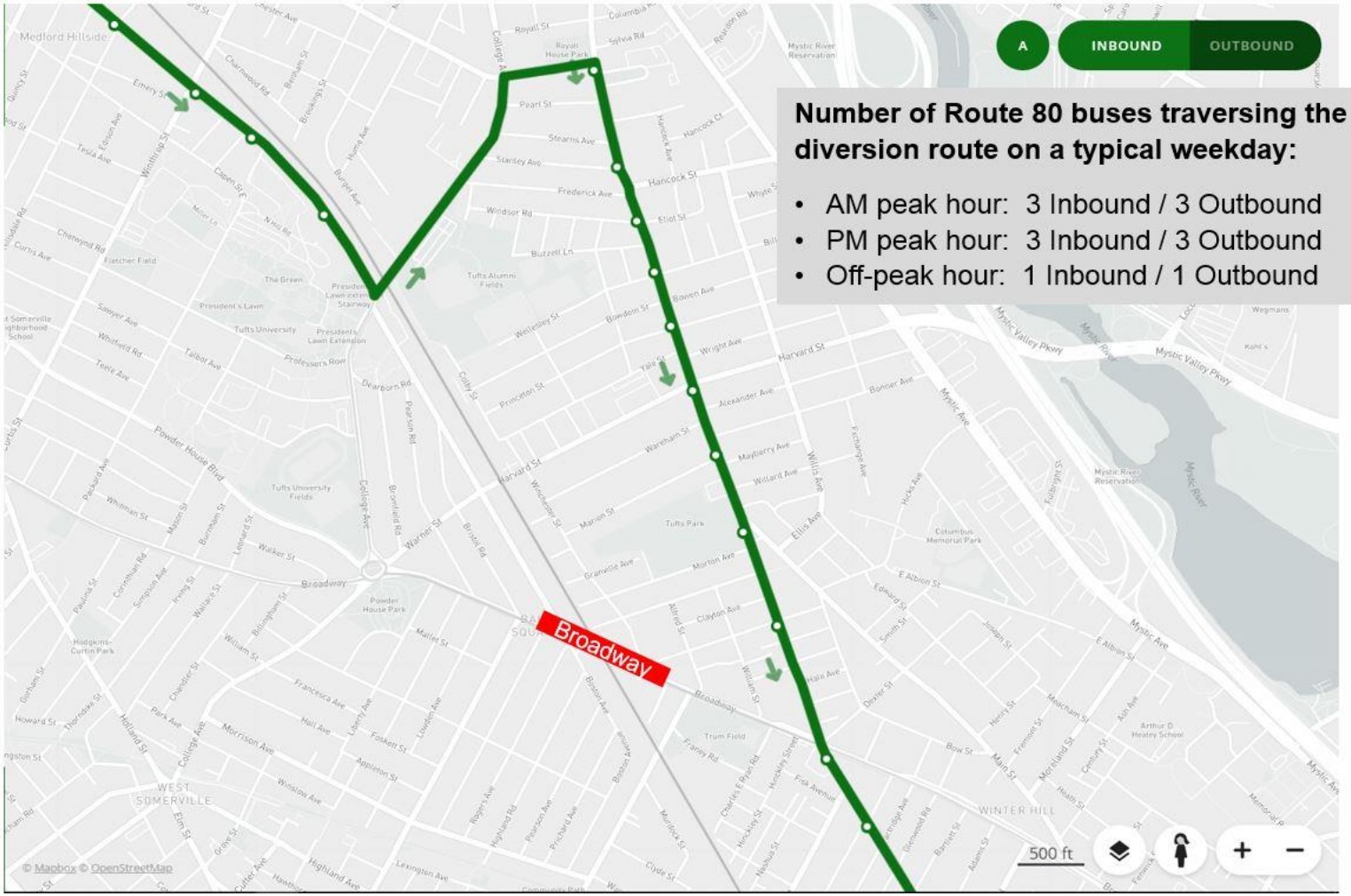
- **Impacted stops:** 11 inbound / 13 outbound
- **Impacted riders (weekday):** 635 ons, 730 offs
- **Impacted riders by stop (weekday):**

Outbound

Stop ID	Stop Name	Route(s)	On	Off
2736	BROADWAY @ BOSTON AVE	80, 89.0, 89.2	69	143
2737	BROADWAY @ PEARSON RD	80, 89.0, 89.2	18	25
2738	BROADWAY @ WARNER ST	80, 89.0, 89.2	35	262
2405	COLLEGE AVE @ WARNER ST	80	4	1
2406	COLLEGE AVE @ DEARBORN RD	80	7	19
2407	COLLEGE AVE @ BOSTON AVE	80	13	18
2740	BROADWAY @ WALKER ST	89.0	1	11
2741	BROADWAY @ LEONARD ST	89.0	0	11
2742	BROADWAY @ MASON ST	89.0	0	4
2743	BROADWAY @ PACKARD AVE	89.0	0	14
5012	COLLEGE AVE @ BROADWAY	89.2	14	10
5013	COLLEGE AVE @ SUMMIT ST	89.2	1	1
5014	COLLEGE AVE @ CHAPEL ST	89.2	0	6
	Totals		**162**	**525**

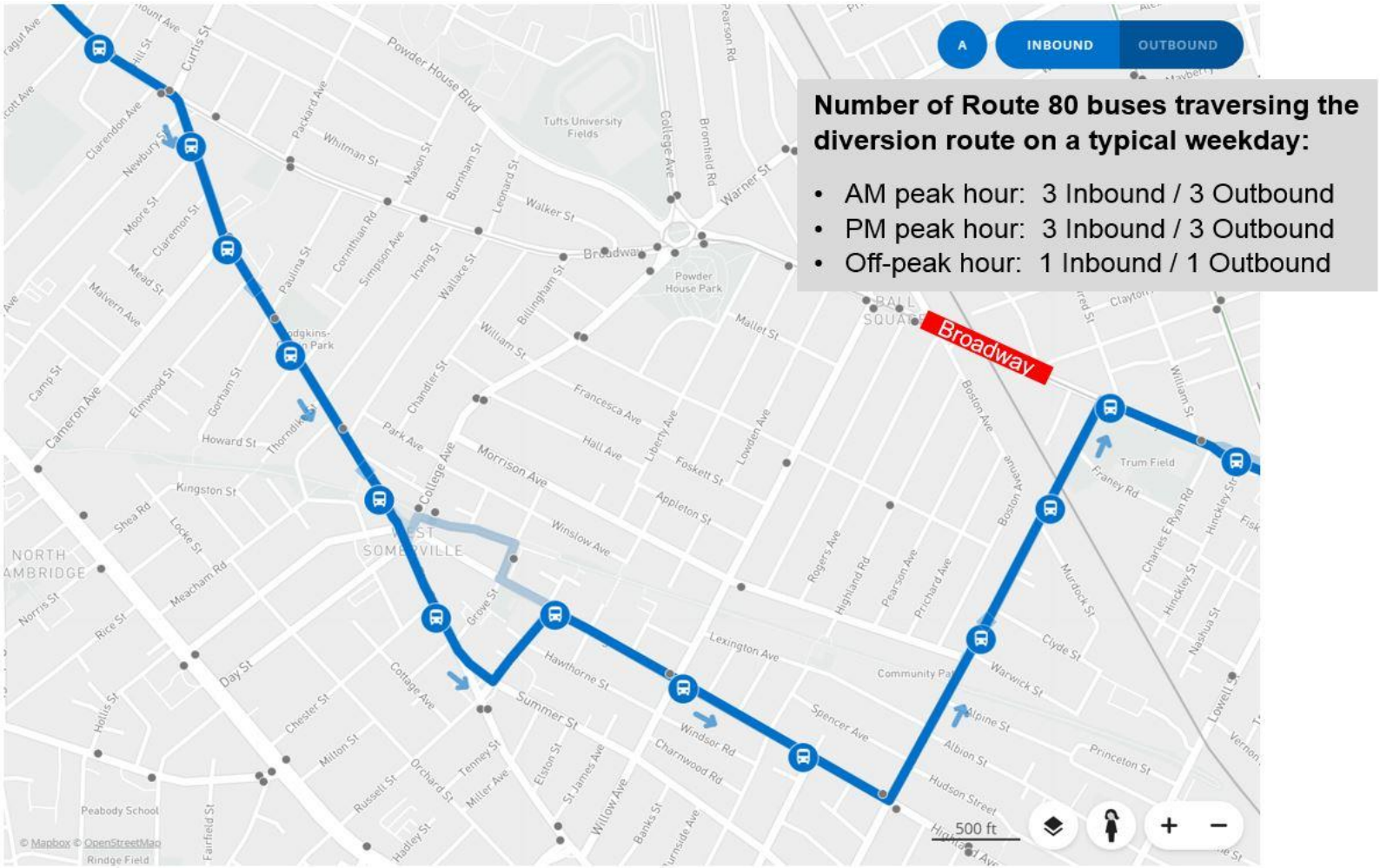
MBTA Bus Operations & Service Planning

Route 80 Inbound & Outbound, Alt H



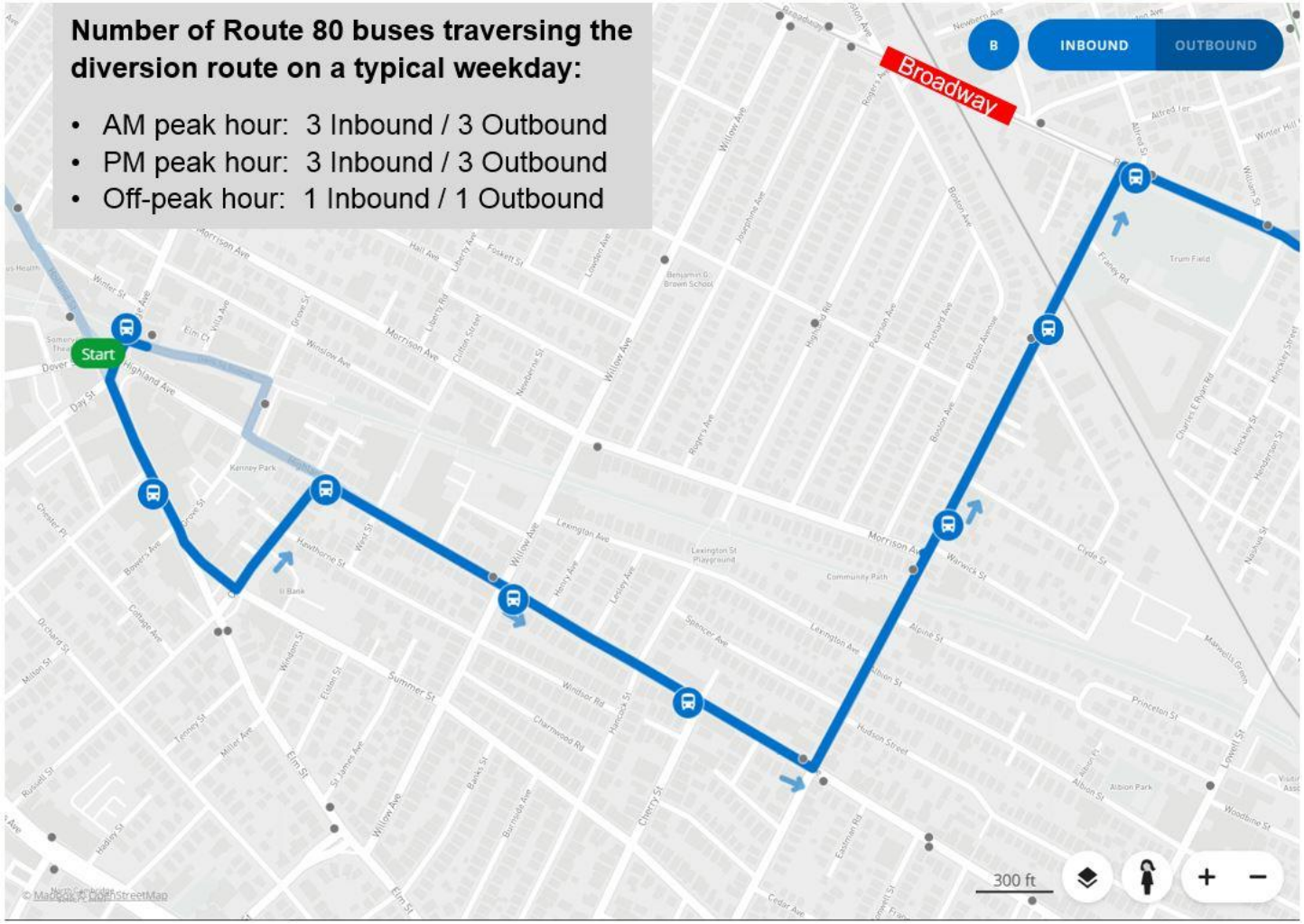
MBTA Bus Operations & Service Planning

Route 89 Inbound & Outbound, Alt H



MBTA Bus Operations & Service Planning

Route 89.2 Inbound & Outbound, Alt H



Project Status

Review of info@glxinfo.com & 855-GLX-INFO Hot Line

- **Megan Jarrett, GLX-C**

Process:

- Initial Call/Email back within 24 hours. On average we follow up within 12 hours

- Enter Inquiry with Date, Subject, Open/Closed Status, Etc.

- Tailor communication based on individual issues. Some require face-to-face meetings whereas others can be resolved over the phone or through email

94	7/26/2018	9:57 AM	Email	General Public	Inquiry	Other	necessary for the Green cludes most of the trees been many trees that week, and having this and running could be elf will actually reduce down, and will greatly vidual cars off the road. to take so that people ave taken noise and running tests to like me to look up ovide your address and I	Open
95	7/26/2018	3:31 PM	Email	General Public	Inquiry	Schedule		
	7/26/2018	9:49 PM	Email	General Public	Comment	Detour	about the detours. The s with elected officials to ed to the plans are er database so that it will e is no hotline	Closed

Results:

- We have had a total of 104 inquiries, 72 which have been closed out

- In July, we had 45 inquiries total, 23 of those are closed out

- Some issues may remain ongoing through the duration of the project such as design requests

Count of Type		Month	Status										
		3	4		5	5	6		7		8		
Type	Subject	Closed	Closed	Open	Closed	Open	Closed	Open	Closed	Open	Closed	Open	
Comment	Closures							1	1				
	Design					1							
	Detour								7	3			
	Dust				1								
	Noise				1	1							
	Other				2		2		2	1			
	Pest								1				
	Trees				2		1	1					
Comment Total					6	2	3	2	11	4			
Complaint	Dust				1								
	Noise		2				1			1			
	Other						1		2				1
	Pest	1											
	Trees				1	3		1	1	1			
Complaint Total		1	2		2	3	2	1	3	2			1
Inquiry	Closures				1	1	2						
	Design	1	3		2					1			
	Other	2	1		4	2	1	1	6	4			1
	Pest		1						2				
	Schedule		2		3	1	1		1				
	Trees		1	2	4		2			1	1		1
	Media Request					1							
	General Information				1								
Inquiry Total		3	8	2	15	5	6	1	9	6	1		2
Grand Total		4	10	2	23	10	11	4	23	12	1		3

[redacted] I was out on School Street this morning (Saturday) working on some temporary lighting on the ped bridge and stopped by a little after 9 a.m. I didn't want to knock too loud just in case someone was asle working with our tree clearing subcontractor and we just can't access that tree with the equipment we have available and with restrictions associated with active commuter rail. The Positive Train Control line will get to this portion of the rail alignment (2019). In some cases I'd get a ladder and do the work myself. Considering the steep drop off to the base of the tree, from a fall protection standpoint I'd be kicked off the p the tree.

I'm sorry but I just don't know if we'll be able to do anything with that tree until clearing on the west side of the rail line is fully underway in 2019.

Jeff

From [redacted]
Sent: Thursday, June 28, 2018 9:26 AM
To: Jeff Wagner <Jeff.Wagner@glxconstruct.com>
Subject: Re: tree

hey jeff,
I'm around today at least this morning so let me know if you do stop by..
thanks

[redacted]

On Jun 27, 2018, at 6:38 AM, Jeff Wagner <Jeff.Wagner@glxconstruct.com> wrote:

[redacted]

I caught up with the project engineer this morning and Northern will be in your area on Thursday. I'll swing out there as well. If something changes because of the weather etc. I'll let you know.

GLX Community Working Group

Discussion

GREEN LINE EXTENSION PROJECT
August 7, 2018 COMMUNTY WORKING GROUP MEETING – SUMMARY MINUTES

LOCATION OF MEETING: GLX Project Office, 200 Inner Belt Rd, 3rd Floor, Somerville, MA 02143
DATE/TIME OF MEETING: August 7, 2018; 4:00 PM – 5:30 PM

ATTENDANCE:

CWG Members: Dylan Manley (East Somerville), Jim McGinnis (Union Square), Justin Moeling (Gilman Square), Brad Rawson (City of Somerville), Laurel Ruma (College Ave), Jim Silva (Medford Ball Square), Tegin Teich (City of Cambridge)

MassDOT/MBTA: John Dalton – MBTA GLX Program Manager, Terry McCarthy – MBTA Deputy Program Manager of Stakeholder Engagement, Melissa Dullea – MBTA Senior Director of Service Planning

GLX Constructors (GLXC): Hannah Brockhaus, Mike Ortler, Megan Jarrett, Randy McSherry, Jeff Wagner, Nate Cabral-Curtis

GLX Project Team: Randy Henke, Martin Nee

Other Attendees: Erica Mace (City of Somerville), Mark Niedergang (Somerville Ward 5 Alderman), Polly Pook (Brickbottom), Hoai Thuong Tran (Conservation Law Foundation), Steve Taylor (MottMac), Andrew Reker (City of Cambridge)

PURPOSE: The GLX Community Working Group (CWG) was formed to help engage and foster communication with the communities along the GLX corridor by meeting with representative members (both residents and officials) of Cambridge, Somerville, and Medford.

BACKGROUND: The Green Line Extension (GLX) Project is an initiative of the Massachusetts Department of Transportation (MassDOT), in coordination with the Massachusetts Bay Transportation Authority (MBTA). The project intent is to extend existing MBTA Green Line service from Lechmere Station through the northwest corridor communities of Cambridge, Somerville, and Medford. The goals of the project are to increase mobility; encourage public transit usage; improve regional air quality; ensure a more equitable distribution of transit services; and support opportunities for sustainable development.

PRESENTATION:

Terry McCarthy, MBTA Deputy Program Manager of Stakeholder Engagement, provided an overview of the meeting agenda, which included MBTA bus operations and service planning, Maintenance of Traffic and detours, and the management and tracking of comments received via phone and email.

- Recent outreach events included the public information meeting in July of 2018, a First Responders meeting, and flyering in advance of recent clearing and grubbing work. The project team partnered with the City of Somerville to staff a table at the ArtBeat Festival on Saturday, July 14 in Davis Square, and SomerStreets on Sunday, August 5 on Holland Street.

- Hannah Brockhaus of Howard Stein Hudson is leading the regional outreach efforts, having experience in regional traffic diversion on other projects. The focus will be on the cities and towns, large employers, and regional transit authorities (RTAs) in Essex and Middlesex counties.
- The team is coordinating with the outreach team for the Commonwealth Avenue Bridge Project in order to appropriately notify as many people as possible. As part of this effort, Terry McCarthy will be meeting with MassDOT in regard to coordination between this and other major construction projects impacting the north shore, such as North Washington Street Bridge Replacement Project and the Encore Casino (opening in June 2019).
- Laurel Ruma (College Ave) asked if the outreach for the GLX Project would be comparable to that of the Commonwealth Avenue Bridge closure. The team responded that while this is a different category of roadway with different considerations, the team will be using a similar approach, targeting both regional traffic and local neighbors.
- Jim Silva (Medford Ball Square) asked if the team will be working with Waze and other GPS apps in order to mitigate navigational systems from cutting through local residential streets. The team, in coordination with MassDOT and local municipalities, will be working to feed information into Waze and GPS navigational systems such that local roads will be marked unavailable for cut-through traffic.
- Justin Moeling noted that the ongoing nature and media advisories related to the Commonwealth Avenue Bridge closure have led to some community members comparing that closure with the upcoming Broadway closure. Terry noted that Commonwealth Avenue Bridge project is connected to I-90, and this is one among many reasons that the two are not comparable in terms of scope of reconstruction.

GLX MAINTENANCE OF TRAFFIC

Mike Ortler, a member of the GLX Project Team, then provided an overview of operations for the Broadway Bridge closure. The bridge will be demolished and replaced with wider spans to allow for the new Green Line tracks. Tetra Tech is responsible for designing the detours and the Maintenance of Traffic. The team has reviewed available counts for all modes and is in the process of updating as appropriate. Detour routes have been developed for vehicles as well as bikes and pedestrians. Signage plans will also account for an interior detour route, for drivers who have missed the detour in order to avoid circling through neighborhood streets. Additional signage will include VMS boards in coordination with MassDOT.

- Access to the adjoining buildings and Boston Avenue will remain open.
- There have been weekly Maintenance of Traffic coordination meetings with representatives from the Cities of Somerville and Medford. These meetings have produced the most efficient route for the Broadway Bridge detour. The current route is not the shortest route, but the team is trying to put traffic on roads that have similar traffic volume.
- Currently, it is expected that police details will be employed throughout the closure of Broadway Bridge. The project team is coordinating with the cities and police departments to develop a police detail plan.
- A significant outreach process, including lessons learned from recent bridge projects including Comm Ave Bridge, is underway, will ramp up as the closure becomes imminent, and will continue throughout the length of the closure.

Terry McCarthy, MBTA Deputy Program Manager of Stakeholder Engagement, thanked the Community Working Group members for their creative suggestions, and provided a summary of

the GLX team's evaluations of stakeholder suggested proposals for an alternative to the pedestrian and bicycle detour.

- The team found that the current utility bridge does not have the capacity to withstand pedestrian traffic, and therefore structural improvements would require cost and schedule impacts. The utility bridge's close proximity to the work being done is also a safety issue. Because of these factors, the MBTA does not see this as a viable option.
- The option to use resident driveways between Boston Avenue and Cedar Street is also not a viable alternative for this project. The team would be forced to negotiate temporary easements on private properties, which has significant cost and schedule impacts.
- Creating an at-grade crossing at Granville Avenue is not a viable option because it also has significant cost and schedule impacts, including accounting for a 7' elevation change from Granville Street to the rail alignment. Providing ADA accessible crossing would require ramps that would remove parking space along Granville Avenue. Additional concerns include foundations and drainage for the Ball Square Station location, and FTA and MBTA unwillingness to provide new at-grade rail crossings due to public safety risk and overall systemwide policy.
- Many logistical questions were brought up, including limiting a crossing to daytime hours. The option to phase in the improvements during the closure was suggested in order to minimize schedule concerns. Terry McCarthy said that cost impacts would not be addressed by this idea, but it would be evaluated. but there would still be the 7' height difference and the issues with driveway access. Jim McGinnis suggested that this concern should have been raised earlier in the design process, although the GLX team noted that the primary goal was designing a constructible product.
- Maintaining access to local schools throughout construction was also suggested; the team and its municipal partners are aware of this concern and proactively working with local schools to prepare for this.

MBTA BUS OPERATIONS AND SERVICE PLANNING

Melissa Dullea, MBTA Senior Director of Service Planning, explained that the detours have changed for the bus routes since the Community Working Group last met and since the Public Information Meeting. She walked the Group through the Broadway closure's bus diversion alternatives for the GLX project for Routes 80 and 89. She noted that the goal is to confirm detour routes by mid-September in order to account for timing and stop adjustments in the winter schedule.

- The MBTA had previously suggested that Rogers and Pearson be converted to a one-way couplet in order to avoid elimination of any existing stops. Based on feedback received since the public meeting, this has been adjusted to use Highland Road. Due to the width of the road, this would likely require removing parking on one side of the street. In order to provide increased accessibility for neighborhood residents and to mitigate bus travel down their streets, a temporary stop could be provided at Kiddur Street or Morrison Avenue.
- The more regional detour route, which temporarily eliminates stops on Broadway in order to avoid local streets, now uses College Avenue (rather than Harvard Street) based on feedback from the public meeting.
- The MBTA's goal is to serve the stops where people are using the bus without forcing them to transfer to an additional transit vehicle. Bus Operations is also evaluating a previous request to provide a free link over the bridge during construction.

- Justin Moeling (Gilman Square) asked if the bus route could follow the current pedestrian detour. Brad Rawson (City of Somerville) said that the city is still tracking this and other options and further outreach needs to be done to create a final recommendation for the MBTA. To this end, a Somerville community meeting is being scheduled to discuss this issue more in depth for local residents.
- The issue of parking impacts was reintroduced, as well as free parking for residents during the construction season. Also, a concern over the removal of parking was raised since this tactic has historically sped up traffic in neighborhoods.

Alderman Niedergang (Somerville Ward 5) expressed concerns for the distance pedestrians would have to walk and suggested regular free of charge shuttle service in Somerville that could connect to the bus stops at Powderhouse Square, Broadway and Cedar Street. He advised MBTA Bus Operations to run tests on Cedar Street with trucks and buses after completion of the chicane construction. He suggested Willow Avenue as a less local alternate to Highland Road.

Megan Jarrett provided an overview of the process for responding to requests/comments via the email and hotline service – at this point over 100 inquiries have been logged, 72 of which have been closed. The goal of the hotline is that any incoming call will receive a call back within 24 hours, however most calls are followed up within 12 hours to record basic information. The outreach team delegates the request or concern, and to provide resolution may include a face-to-face meeting. The communication team meets weekly to address the open and closed calls. Some questions may remain open for long periods of time if they involve design questions.

DISCUSSION:

Justin Moeling noted that there has been a positive response from the community regarding the outreach process. Laurel Ruma noted that the community does not understand that the Keolis Positive Train Control (PTC) project work and the GLX project are two separate jobs. She said that many complaints they have received relate to the PTC work, which has a significantly less responsive outreach process.

Terry McCarthy updated the room that the team would be looking to schedule the next public information meeting after September, and that any suggested dates can be sent to him via email. Laurel Ruma requested that it be held before the Broadway Bridge closure begins. A CWG member suggested that the team present sound wall locations at that meeting.

Next CWG meeting September 4, 8:30 a.m. to 10:00 a.m. at GLX Project Office at 200 Inner Belt Rd in Somerville